

## VARAC's FORMULA CLASSIC CLASSIFICATIONS

It is VARAC's goal to develop an open wheel, Formula Classic, division which is strong enough to support its own grid at any VARAC attended racing event.



*Formula Classic grid at VARAC's 40<sup>th</sup> Anniversary races at Shannonville, 2019*

VARAC has three basic open wheel classifications which are aligned to reflect the Club's sports car classes.

They are: Formula Historic, Formula 70 and Formula 90.

**FORMULA HISTORIC:** All Formula cars built before January 1, 1973. These are generally cars built before the evolution of slick tires and aerodynamic appendages. They include everything from Vintage Formula Juniors and 500cc Formula Threes to Formula 5000 cars. The most likely cars of this era (besides those described below) are Formula Bs, the most popular of these being the Brabham BT29.

**FORMULA 70:** All Formula cars built from 1973 to 1989.

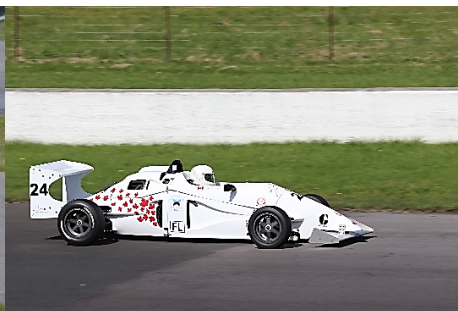
**FORMULA 90:** All Formula cars built from January 1, 1990 to December 31, 1999.

Many F70 and F90 cars are frequently referred to as "wings and slicks" cars, for obvious reasons. During the '70s and '80s, treadless tires and aerodynamic devices appeared on many Formula cars. Not all Formula car classes were permitted to use slick tires and/or wings, however, for example, Formula Vee and Formula Ford. Usually cost saving was the motive for restricting slicks and/or wings. In VARAC, for now at least, Formula cars are separated into the three general classifications. There are five exceptions to this rule, which are outlined below.

Obviously, there are a myriad of Formula car classes and amateur and professional series which raced prior to 2000. The differences between cars are staggering. It would be possible, for example, for a FJr. and a F5000 to be classified as Historic, a FV and a Formula Atlantic as F70, or a Formula Ford and an Indy Car as F90. The VARAC Board of Directors reserves the privilege, with advice from the Formula Classic Eligibility Committee, to determine the compatibility of any Formula Classic entrant to the Formula Classic grid.



*Formula Classic FB Titan MK3*



*Formula 70 F2000 Reynard SF-85*



*Formula 90 Formula Renault*

There are specific classes which are permitted to run on VARAC's mixed Vintage/Historic grid at CASC-OR regional events. Those classes are: Formula Junior, Historic Formula Vee, Historic Formula Ford, Club Formula Ford and Formula 1200.

**FORMULA JUNIOR:** 1958-1963. FJr. was created to be a cost affordable driver development class. The class originated in Italy and was quickly adopted world wide. The early Juniors were classic Vintage cars; low volume production, beautifully sculpted, front engine. By 1963 they had evolved into rear engine, monocoque chassis, scaled down F1 cars and the cost became unsustainable.

**HISTORIC FORMULA VEE:** FV became an official class of the SCCA in 1963 and has continued in essentially the same format to today. Historic FVs may have been manufactured up to January 1, 1976 but must comply to the rules of 1969. The Vintage Sports Car Drivers Association has a very successful HFV series, attracting 20+ FVs per event. Check them out at [www.vscda.org](http://www.vscda.org)

**HISTORIC FORMULA FORD:** In 2019 Formula Ford celebrated its 50<sup>th</sup> anniversary of the first FF SCCA championship, at Road America, with approximately 200 cars in attendance. Historic FFs must have been manufactured before January 1, 1973.

**CLUB FORMULA FORD:** Formula Ford has arguably been the most popular form of motor racing world wide. Some years ago, SCCA realized that many older Fords had left the track, too old to compete with current Fords and not old enough to be eligible for Vintage racing. So, they created Club Ford, for cars built through 1981. Club, because they were never raised to National racing status. Club Fords are now accepted by nearly all Vintage racing clubs. The Formula Ford Challenge Series, a very successful series, usually attracting 40+ cars, and run under the auspices of the Vintage Racers Group, have a third FF classification; Post Club Ford, for specific FFs through 1986. There are suspension regulations, so check out their rules at [www.ffchallengeseries.com](http://www.ffchallengeseries.com). The FFCS is scheduled to take part at our VGP in 2021, and hopefully on an annual basis thereafter.

**FORMULA 1200:** In 2019, VARAC welcomed the Formula 1200 Drivers Assoc. (FTDA) to participate with VARAC. The class was in some peril and the cars were not generally suitable for the Formula Libre grids at CASC-OR events. F1200s are of similar size and power to many of VARAC's V/H cars, and of similar technology.



*Formula Junior, '61 Dreossi Canada Class*

*Historic Formula Vee, '66 Bobsy Vanguard*

*Historic Formula Ford, '71 Crossle 20F*

Continues

## ELIGIBILITY:

Formula Classics race heads up within their own class, there are no brackets.

As with all VARAC classes, the onus is on the car owner to declare the ruleset to which his car is being prepared. He/she must declare a series and class and year and provide documentation that the car conforms. The car cannot be a little bit of one ruleset and a little bit of another.

Wherever possible, VARAC complies to the rule sets established by Monoposto Racing.

Their web site is [www.monoposto.com](http://www.monoposto.com)

They cover:

Formula Junior

Historic Formula Vee

Historic Formula Ford

Club Formula Ford

Formula B / 2, January 1, 1966 – January 1, 1970

Formula C / 3

Formula Super Vee, Series 1, air cooled pre wings '70 – '74 & air cooled '75 – '77

Formula Atlantic 1971 – '79

Formula 5000

Indy Lites



*Club Formula Ford, '81 Crossle 45F*



*Formula 1200, '96 Caracal C*



*Post Club Ford, '82 Van Diemen RF82*

Formula 1200 rules are contained in the CASC-OR Road Racing Rules / Bulletins

2020 Appendix O, Section A – FV1200. May 21, 2020

They can be found on the VARAC web site at [www.varac.ca](http://www.varac.ca) or the CASC-OR web site at [www.casc.on.ca](http://www.casc.on.ca)

Any participating VARAC member is required to submit an eligibility form. The FORMULA CLASSIC ELIGIBILITY FORM is available on the VARAC web site.

Also available on the VARAC web site is the Driver's Annual Technical Inspection, OPEN WHEEL REVIEW SHEET. It will give you an idea of what to expect when you take your race car for its annual inspection. Hopefully, you will only have to get one inspection done per season.

Be sure to review and be familiar with both the CASC-ON and (more importantly) the VARAC rules and regulations, pertaining to car preparation, race procedures and DRIVER CONDUCT. Not knowing the rules is no excuse for breaking them.

VARAC makes every effort to be inclusive, while maintaining historic authenticity.